

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT 2000
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE EXPOSURE,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition \$10.00
Small " " 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Bookellers

No. 15,569. 號九十六百五千五萬一第 日十初月二年四十三緒光 HONGKONG, THURSDAY, MARCH 12th, 1908. 四拜禮 號二十月三年八零百九千一英港香 PRICE, \$3 PER MONTH.

HIGHLY RECOMMENDED.
WATSON'S
D
SHERRY.
A. S. WATSON & CO.,
LIMITED,
WINE & SPIRIT MERCHANTS.
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers
Hongkong, 3rd Oct. 1907. 1908

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 18th March, 1907. 575

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 5880. at \$4.97 and
\$7.50 per 100 SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1908. 1649

A. TACK & CO.,
26, DES VŒUX ROAD, CENTRAL.

JUST LANDED A LARGE STOCK OF
WRITTEN and WAINWRIGHT
PLATES.

HASTMAN'S KODAKS and FILMS.
DEVELOPING and PRINTING
UNDERTAKEN.
Hongkong, 4th March, 1907. 81

A. LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KOHN & KOMOS).

FURNITURE and PHOTO GOODS
STORE.

Phi graphic Goods of every Description
in Stock.

Developing and Printing Undertaken
Hongkong, 31st July, 1907. 1691

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DATES.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS.
6.45 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 11.15 p.m. ... Every 15 minutes.
Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.
6.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. & 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vœux
Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 8th May, 1907. 577

LANE, CRAWFORD & CO.

SPECIAL VALUE IN
"WOLSEY" UNDERWEAR
PURE WOOL, UNSHRINKABLE.

FLANNEL PYJAMAS
\$6.00 \$8.50 \$10.00 PER SUIT.

BATH ROBES. DRESSING GOWNS.
HOSIERY AND GLOVES.

LANE, CRAWFORD & CO.
Hongkong, 1st February, 1908. 192

MIYASAKI & CO.,
COAL MERCHANTS.

HEAD OFFICE:—Sakayemachi, Kobe, Japan.
BRANCH OFFICES:—Nishinohashi, SHIMONOSEKI, Japan, and HONGKONG.

CABLE ADDRESSES:—
"MIYASAKI," applying to Head Office and Shimonoseki Branch.
"YUTAKA," applying to Hongkong Branch only.
A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG,
No. 5, Queen's Road Central.
Hongkong, 27th November, 1907. 1884

PHOTO SUPPLIES.
LONG HING & CO.,
17, QUEEN'S ROAD, CENTRAL.

DEVELOPING & PRINTING
UNDERTAKEN.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1835.

BRANDY	Per Case.
★ ★ ★ ★	\$21.50
★ ★ ★	19.00
★ ★	16.00
★	19.00

WHISKY, PALL MALL	Per Case.
JOHN WALKER & SONS'	12.00
OLD HIGHLAND	10.00
C. P. & CO'S SPECIAL	19.00
BLEND	13.00
PORT WINE, INVALIDS	19.00
DOURO	15.25
SHERRY, AMOROSO	40.50
LA TORRE	
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.

V. O. S.

AND

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES
OBTAINABLE.

CALDBROOK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 7th March, 1908. 194

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 696.

Colonial Office Journal, January ...	\$1.00	Every Man his own Lawyer ...	\$5.75
Widener's Cricket Annual ...	80	A Book of Saints ...	80
Literary Year Book, 1908 ...	2.00	The Stopping Lady, by Hewlett ...	1.75
Measures, Weight and Money of		Read's Engineering Hand-Book ...	10.50
Nations, by Woolhouse ...	2.0	Art and the Camera, by Guest ...	5.25
Sir Charles Wyndham, Actor, by		Wanderings East of Suez, by Penfield	7.00
T. Edgar Pemberton ...	7.50	Machine Design, by Benjamin ...	6.00
The Romance of the Sky, by Griffith ...	80	The Student's Hygiene, by Evans ...	2.50
From Gladiator to Perseus, by		Pitman's Primer of Book-keeping ...	3.50
F. S. Dixon ...	7.50	Pitman's Primer of Book-keeping ...	70
Mr. Chamberlain: His Life and Public		Pitman's Business Terms and Phrases ...	1.75
Career, by Jeyes ...	7.50	Pitman's Business Training ...	1.75
History of St. Leger Stakes, 4 Coloured		In Tune with the Infinite, by Trine ...	3.00
Plates, by J. S. Fletcher ...	10.00	China New and Old, by Archdeacon	3.50
Pall Mall Magazine Volume ...	3.50	Mouls ...	3.50
Carroll's Magazine Volume ...	3.50	Mr. John Johns, by F. Carroll ...	1.75
The Story Teller, A Magazine of			
Fiction, over 1,000 pages ...	3.50		

R. F. HUME & CO.

TELEPHONE 381 Cable Address "HUMANITY" HONGKONG. P. O. Box 404.
Codes A.B.C. 5th Edition and Holzapfel's Private.

HOLZAPFEL'S COMPOSITIONS CO., LD.

SS. "MAURETANIA," the largest and fastest Mail Steamer afloat, was Painted with
Holzapfel's International Composition.

WINE GROWERS' SUPPLY CO., LD.

IMPORTERS OF ALL BRANDS OF MANILA CIGARS.

O. E. WARREN & CO., TILE MANUFACTURERS.

CHAMPAGNE

G. H. MUMM & CO.,

THE MOST POPULAR WINE.

Can be had in the following qualities:—

EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER

BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE

AT ALL WINE MERCHANTS IN THE COLONY, AND FROM

SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907. 1679

TRADE

TEN YEARS OLD.

\$145 PER DOZEN.

"WHITE HORSE" WHISKY

SOLE AGENTS:

LANE, CRAWFORD & CO.

KELLY & WALSH, LTD.

EVERY MAN'S OWN LAWYER.

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December

1907, With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 28th February 1907

INSURANCE

SEVERY FACILITY

In connection with Life Assurance Business

afforded by

THE STANDARD LIFE ASSURANCE

COMPANY.

ONE of the largest and wealthiest of the

Provident Institutions of the United

Kingdom. Forms of application and all

information will be promptly afforded on

application to

DODWELL & CO., LD.,

Agents.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

Well Furnished Reception Rooms

Private Bar and Billiard Room for Hotel

Residents

Electric Lifts to each Floor.

Electric Lighting and Fans

Telephones on every Floor.

Every Comfort

Ladies' Afternoon Tea Rooms

Ladies' Dressing Rooms

Metron in attendance

Chairs Moderate, and No Extra.

A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 24th July, 1905. 1238

"KINGSOLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA"

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

patting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Bedrooms, every home comfort.

Fine View of the Harbour; Terms moderate.

Telephone No. 690.

Apply to— Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road,

Hongkong, 4th December, 1907. 1549

THE GRAND HOTEL,

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES and LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE

M. MAILLE } Proprietaires.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA),

MACAO.

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness and hygiene of the place

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (as Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA."

For Terms, apply

THE MANAGER

VICTORIA HOTEL.

SHAMSHAN-CANTON.

FIRST CLASS EUROPEAN HOTEL

On the British Consession.

Electrically Lighted.

Every Modern Comfort and Convenience at

Reasonable Rates.

Under the Personal Superintendence of

H. HAYNES, late Manager Hongkong Hotel

MACAO HOTEL.

TELEGRAMS—FARMER, MACAO,

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels Electrically Lighted and under

experienced European Management.

Every Comfort and Convenience for Residents

and Tourists.

WM. FARMER Proprietor

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

PERFUMERY.

A Fine Selection of the Choicest
FRENCH PERFUMES
IN FANCY BOXES.Elegant Perfumes, Toilet Waters,
Hair Washes, of the finest quality
only, from the following celebrated
houses: Atkinson, Piver, Roger
and Gallet, Rigaud, Houbigant,
etc.SPECIALLY SELECTED
BY OUR
LONDON HOUSE.

The following are highly recommended:

IDEAL PERFUME

FLEUR D'AMOUR

INDIAN HAY

711, EAU DE COLOGNE

IN ALL SIZES.

PEAU D'ESPAGNE

TREFLE INCARNATE, AZUREA

CANIA

MITCHAM LAVENDER WATER

SAFRANOR

COUR DE JEANNETTE

MES DELICES; VIOLET MERVEILLE

FIVE'S FANCY TOILET CASES

CONTAINING—

SOAP, PERFUME, POWDER AND

TOILET WATER.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 8th March, 1906.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column

should be addressed to THE EDITOR.

Correspondents must forward their names and ad-

dresses with communications addressed to the

Editor, not for publication but as evidence of good

faith.

All letters for publication should be written on

one side of the paper only.

No anonymously signed communications that have

already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be

sent before 11 a.m. on day of publication. After that

hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. W. M.

Cable A.S.W. 5th Ed. Lister.

P. O. Box, 34. Telephone No. 12.

BIRTH.

On March 9th, at Bremen, the wife of J. Th.

Laufer, of a son.

HONGKONG OFFICE: 10A, DES VOSGES ROAD O

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 12TH, 1906

We do not pretend to know in what waters

precisely the "Tatsu Maru" was seized.

We share the one disability of those who

have been writing so cockahoop regarding

the facts—that is to say, we were not there

to see. We understand that the friends of

China and some of the enemies of Japan

declare the seizure to have taken place in

Chinese waters. We further understand

that the Japanese and the Portuguese

declare the seizure to have taken place in

what were equivalent at least to Portuguese

waters. The point is material and the point

is sufficiently in doubt to be debatable. We

find it possible therefore to keep cool, and

to wait for an authoritative decision as to the

fact. Meanwhile, and just to pass the time,

we consider the probabilities as disinter-

estedly as we can. We eliminate the

Chinese plim. We eliminate the Japanese

claim. We then point out that the

action of the Macao Government, the

official Portuguese protest to Peking, is

prima facie in favour of the Japanese

contention. So far, that seems to be quite

fair and reasonable, does it not?

Next we glance at the smuggling aspect

of the incident. The "Tatsu Maru" had a

cargo of arms consigned to Macao. It seems

to be admitted that the vessel left Kobe

with the proper permits from the Harbour

and Customs authorities. It seems to be admitted that the consignee was a Chinese subject of Portugal resident in Macao. It seems to be admitted that the Macao authorities knew of the nature of the cargo. It is not alleged that the unloading was begun in the dark, or with any secrecy. It seems clear that the Chinese Customs, even, were prepared to find what they found. All this looks like very clumsy smuggling. The Cantonese who have been making patriotic demonstrations about it, going even to the usual length of advocating a boycott of Japanese goods if Japan gains its point, cannot be expected in reason to be as judicious as we are trying to be. Still, let us listen to them. They were strong in the belief that the arms were destined for Chinese rebels. Coming to probabilities, we may say that most of us are of the same opinion. Macao does not offer a likely market for many guns. The *China Gazette*, a leader among those who in their eagerness to denounce Japan have been so cheerfully taking facts for granted, says the consignee was "doubtless one of the numerous agents of the malcontents in South China." This is the least unreasonable of the many unreasonable assertions in the *China Gazette's* cunning diatribe. We will even admit it is reasonable, and assume that the consignee did mean to pass these arms on to Chinese malcontents. Again reminding ourselves of the Portuguese protest, of the man's Macao address, we then ask: Where does Japanese responsibility or culpability come in? Could the "Tatsu Maru" have gone alongside a Macao wharf, and there discharged her cargo, would the Chinese have had any ground of complaint? It seems obvious, to us at least, that the responsibility is Macao's, and we point out that Portugal does not disclaim it. Indeed, Portugal admits it. The cunning plea that Japan is by high handed methods preventing China from repressing lawlessness in her own territory therefore must be dismissed.

That brings us now to Japan's complaint. If the arms were brought openly to Macao, and if they were being unloaded as near to the consignee as Macao's unfortunate harbour disabilities permit, it does look as if the Chinese officers, with an eye to the reward (which is not at all improbable) had been a bit too zealous and hasty. The hauling down of the Japanese flag, and the substitution of the Chinese, is one of those intrinsically unimportant details that lash a patriotic people into frenzy. It partakes of the nature of a calculated insult. To follow that up by a bluffing refusal to consider what was admittedly a debatable question was to provide ample excuse for strong action by Japan, and yet, as usual, official Japan seems to have shown and to be still showing exemplary patience. The least outsiders can do is to suspend judgment until there has been some agreement as to facts. We deplore the tendency manifested in some quarters to give reins to a prejudice which is as unfair as it is persistent, as dishonest as it is gratuitous, and as unwarranted as it is painfully obvious.

The action by Chinese contractors against the Standard Oil Company for \$70,000 reached its third day's hearing yesterday, and was again adjourned.

In addition to the two fatalities reported yesterday, in the fire at Yau-mat, the bodies of a man and a woman have since been found, bringing the number of victims up to four.

At an extraordinary general meeting of the North-German Lloyd Company, held on Feb. 7th to consider the raising of a loan of 25,000,000 marks (\$1,250,000), a motion approving the proposed loan was adopted.

We are desired by Messrs. Hughes and Hough, to call attention to the alteration in the time of the auction of furniture belonging to the estate of the late Mr. Danby. The auction begins at 2 p.m. sharp to-day, instead of as previously advertised.

This evening at the Union Church Literary Club, Kennedy Road, Mr. E. P. Annett will read a paper on "Chinese Gordon," dealing with Gordon's exploits whilst in command of the "Ever Victorious Army." The chair will be taken at 9 p.m. sharp.

The report of the Hildesheim Missionary Society for Blind Girls in China shows that during the year 1905 the good work among the unfortunate children continued with unabated zeal and success. There are now 63 girls in the house, not a few of whom were found deserted in the streets. Gifts are asked for by the committee.

While the Summary Court was sitting yesterday the noise of the stamping of letters in the Post Office underneath made it difficult to hear witnesses' evidence. "Send somebody down and tell them to stop that noise," said his Lordship, Mr. Justice Wise, to one of the court attendants. "And," added his Lordship, "tell them if they do not stop it I will have them brought up here. I will have no more nonsense." The attendant disappeared and apparently his message was effective, as the noise ceased.

Prominent Chinese landowners in Hongkong are to meet to-day to discuss the New Public Health and Buildings Bill.

Miss Johnstone who for many years was in charge of the Barker Mission Girl's School left Hongkong yesterday for home.

"Miss Hook of Holland" was repeated by the Bandmann Opera Company to a crowded house last night, and greatly enjoyed.

On the 32nd anniversary of the execution of Mary Queen of Scots—Mr. Theodore Napier journeyed to Fotheringhay to place on the castle mound a wreath in memory of the Queen. It was in the form of a large Scottish Stuart crown of everlasting, with the legend in red letters "Maria D. G. Reg. Sootorum," and on a white silk sash attached it was stated that it was "Dedicated to the Immortal Memory of Mary, 'Queen of Scots,' Dowager Queen of France, de jure hereditary Queen of England and Ireland, who, on this spot, was beheaded by order of her Royal cousin Elizabeth on February 8, 1586-87." A long quotation from George Mackenzie's "Highland Day Dreams" was also printed upon it, and it was inscribed "From Royalists in Scotland, February 8, 1908." Mr. Napier said he was one of the last of the Jacobites, and he could trust no one to bring the wreath but himself, which explained the fact that there was no wreath two years ago, as he was in Tasmania.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledged, with thanks, the following donations to the funds of the Hospitals:—

Nam Pak Hong	...	\$200
Brown Jones & Co.	...	35
H. N. Mody	...	25
Li Lau Shi (a Patient)	...	20
Tata Sons & Co.	...	15
Hoa A. W. Brewin	...	10
F. X. D'Almeida e Castro	...	10
L. F. Cooke	...	10
Robinson Piano Co.	...	10
Noronha & Co.	...	10
The Pharmacy	...	10
Lafferty Knox	...	10
G. C. Moxon	...	10
A. G. Gordon	...	10
Perry Smith & Sath	...	10
P. F. Talati	...	10
Wong Po Chun	...	10
A. Rodger	...	10
A. Shaw	...	10
Fennick & Co.	...	10
A. G. Romano	...	10
G. J. B. Sayer	...	10
Cruz Basto & Co.	...	10
Pharmacia B. Petit & Co.	...	10
Fate & Co.	...	10
R. Marton	...	10
G. L. Tomlin	...	5
Sorabjee D. Setna	...	5
W. Armstrong	...	5
J. M. Baas	...	5
Barretto & Co.	...	5
A. Chamon & Co.	...	5
M. H. Ellino	...	5
C. H. Grace	...	5
Erle George	...	5
Gude & Co.	...	5
B. Brotherton Hacker	...	5
C. O. Hickling	...	5
J. J. Haver Dwyer	...	5
Jorge & Co.	...	5
P. S. Jamieson	...	5
H. F. Pierce	...	5
F. W. Warre	...	5
E. D. Kotewal	...	2

THE MISSIONS TO SEAMEN.

For some sixteen years the Missions to Seamen Institute in the City of Victoria has led a wandering life always so to speak, in lodgings with no place that it can call its own.

Beginning, in the days when the Rev. A. G. Goldsmith was Chaplain, in a small way, as the Seamen's "Star" Coffee House, under stress of circumstances or moved by the hope of betterment, it changed its location several times, and like the majority of its patrons, had no fixed dwelling place for any length of time. Under stress of financial pressure arising in the main from a steadily increasing rent it was for a time in a state of suspended animation, but new and better arrangements were made, and it was reconstituted and has been for the past three years located (still in hired premises) at Wanchai on the Praya East. At no time has this been considered a satisfactory state of things and for a long time the members of the Committee have been on the look out for a suitable site at a reasonable figure, but until quite recently none could be found. Efforts were made to raise a building fund, but in the main, because through lack of a site, the Committee could not put forward a concrete scheme, these efforts met with only partial success. Still the sum of nearly fourteen thousand dollars was raised mostly among friends at home. Part of this sum was spent in adapting and fitting up the premises now in use, but the sum of more than twelve thousand dollars remains in hand for building purposes. Within the past few weeks suitable sites at a reasonable figure have been heard of and it is felt that the time is ripe for a forward movement.

His Excellency Sir Frederick Lugard with that sympathetic interest, which he is always ready to show in any good work, has kindly consented to preside at a public meeting to be held in the City Hall to-morrow (Friday), at 5.15 in the afternoon. The Admiral Commanding in Chief on the China Station, Sir A. W. Moore is warmly interesting himself in the work and will address the meeting. The Lord Bishop of the Diocese, who is Chairman of the Committee, will also speak, and many of the leading men of the Community have also promised to attend. It is hoped as a result of the meeting that a long step forward will be taken, and that within a reasonable time the Institute may be provided with a permanent home in every way worthy of a port of the magnitude and importance of Hongkong.

LATEST STEAMER MOVEMENTS.

The str. *St. Patrick* left Shanghai on Tuesday morning, the 10th inst., and is due here on or about Friday afternoon, the 13th inst.

The annual meeting of the stockholders of the above Company (which is represented in Hongkong by Messrs. Sheehan, Tomes and Company) was recently held at the offices of the Company in San Francisco. According to the statement of President Dutton, the Company has done remarkably well and has recuperated its resources within a remarkably short time. His statement to the stockholders showed that during the nine months of its operations in the past year, it added \$300,000 to its net surplus, making it now \$806,923, in addition to its paid-up capital of \$2,870,737. A unanimous vote of thanks to the officers and directors was passed in appreciation of the successful manner in which they had guided the company out of difficulties into its present prosperous condition.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NEW AMBASSADOR.

LONDON, March 11th.

Sir Gerard Lowther has been appointed Ambassador at Berlin.

[Sir Gerard Augustus Lowther, K.O.M.G., who will now represent Great Britain at Berlin has been His Britannic Majesty's Minister at Tangier since 1904. He is the second son of the Hon. William Lowther, brother of the Earl of Lonsdale, and was born in 1858.]

FRANCE AND BRITAIN.

LONDON, March 11th.

President Fallieres is to make an official visit to England in May.

OBITUARY.

LONDON, March 11th.

Sir Lepel Griffin is dead.

[Sir Lepel Henry Griffin, who held the Imperial Persian Order of the Lion and the Sun, was born in 1840. He entered the Bengal Civil Service in 1860 and became Chief-political officer in Afghanistan in 1893, afterwards holding the positions of Resident at Indore and Agent-Governor General for Central India, and Envoy Extraordinary to Peking in 1895. He was Chairman of the East India Association.]

JAPAN AND CHINA.

Tokyo, March 11th.

Count Hayashi addressing a deputation from the Seiyukai, expressed regret that he was not at liberty to make a statement on the "Tatsu Maru" incident, as the situation was delicate, but he could assure them that the dignity of Japan would be preserved.

Count Okuma, on being interviewed, said that the affair was trifling, but every diplomatic means would have to be exhausted before they had recourse to the last resort.

GERMANY.

LONDON, March 9th.

The Court of Honour at Potsdam has sentenced Count Hohenhausen, mentioned in the Motke case, to removal from the list of officers and to the loss of all his decorations. The Kaiser has confirmed the sentence.

THE CONGO TREATY.

LONDON, March 9th.

The text of the amended Congo treaty has evoked strong disaffection in Belgium owing to the onerousness of the obligations imposed on Belgium.

COLLIERY DISASTER IN ENGLAND.

LONDON, March 9th.

Five hundred men are working on the rescue of entombed miners in the Hamstead colliery at Birmingham. Fire is raging in the mine. The King has wired from Biarritz, saying that he is deeply concerned, and asks for reports of the disaster.

THE PORT AU PRINCE COURT MARTIAL.

LONDON, March 9th.

The sentence on General Stoessel has been commuted to 10 years imprisonment in a fortress.

THE SEIZURE OF THE "TATSU MARU."

LONDON, March 9th.

The *Daily Telegraph* in a leading article strongly supports Japan in the *Tatsu Maru* question, and says that the Japanese are no longer receiving fair play. The article strongly condemns what it describes as grabbing Japan's ongoing, especially among English speaking peoples who encourage Mandarin arrogance. It declares that Japan is perfectly entitled to secure advantages in trade, proportionate to her sacrifices; all nations have done the same.

THE FIREMAN'S FUND INSURANCE COMPANY.

The annual meeting of the stockholders of the above Company (which is represented in Hongkong by Messrs. Sheehan, Tomes and Company) was recently held at the offices of the Company in San Francisco. According to the statement of President Dutton, the Company has done remarkably well and has recuperated its resources within a remarkably short time. His statement to the stockholders showed that during the nine months of its operations in the past year, it added \$300,000 to its net surplus, making it now \$806,923, in addition to its paid-up capital of \$2,870,737. A unanimous vote of thanks to the officers and directors was passed in appreciation of the successful manner in which they had guided the company out of difficulties into its present prosperous condition.

VICTORIA BRITISH SCHOOL.

The distribution of prizes took place at this school yesterday when a large number of parents and others interested attended to participate in the ceremony. Mr. E. D. C. Wolfe presided, and H. E. the Governor, who presented the prizes, was accompanied by Mr. Brackenbury.

In an interval of the programme, the Headmaster, Mr. W. H. Williams, read his report for the year 1905. At the outset he referred to the attendance, stating that the school had been opened 177 times during the year and that the low figure was due to the school having been closed for structural alterations and that the low attendance in summer made it advisable to close the school. The highest number on the roll at any one time was 58. The total expenditure under salaries and other charges amounted to \$8185

and the total amount received in fees was \$1167.50 the nett cost for maintenance being \$4997.50, and as the average attendance was 50 the nett cost to the Government per child per annum was \$111, which was a high figure compared with \$3.33 for each scholar at Queen's College. The headmaster dwelt on the importance of boys in the upper forms remaining longer at school, and went on to justify the location of the school, the site being healthy and the position central in view of the fact that the children came from a very extensive area. He proceeded to indicate the progress which examinations had disclosed in most subjects in the curriculum, and mentioned that the school games had been well patronised. He also read the report of Captain Thomson on the attendance of the cadets at the Volunteer Camp last year and concluded with an acknowledgment of the good work done by the teaching staff.

His EXCELLENCY then addressed the gathering. He said—Before I distribute the prizes I should like to say a word or two, but I will not keep you long, as the exhaustive and interesting report of the headmaster covers, I think, almost every point to be touched upon. During the last few months it has been my privilege to distribute the prizes at a considerable number of schools in this Colony and it has been an invaluable and most interesting task to me inasmuch as it has enabled me to get in touch with the system of education in the Colony and with the special functions of the different schools. To-day I find myself present in this school for British boys and girls, the only British one in Hongkong, always remembering of course the corresponding one at Kowloon, and though it comes last on my list I think you will agree with me it is one of the most important in the Colony, the school which is devoted to the education of the children of our own race and blood. I do not undervalue schools for infants but it is manifestly much more important that adequate education should be afforded to boys of more advanced years and therefore I listened with great interest to what the headmaster just read to us. I endorse most fully all that he said regarding the urgent necessity for parents, if they possibly can, allowing their boys to remain a little longer at school. The advantage of a boy remaining at school a little longer is one which will remain with him all through his life because he will be able to go into the world better equipped and with a better chance of success in life and will look back in after life with more gratitude to his parents who provided him with this better equipment. In this connection I would say one other word to you who are here and to those who may read my remarks—that is, I hope you will take advantage of the Technical Institute which used to be called the Evening Continuation Classes, and that you will see that your sons attend these classes during the months that this school is closed as well as after leaving school. They would then be able to pick up special knowledge in whatever branch of education would be most suitable to them in their future careers. I take great interest in the Technical Institute and I hope to see special progress in that department of education in the Colony. To-day is practically the third anniversary of this school. It opened on March 20th, 1905. During the first year the pupils numbered 51. They have now reached 71, with an average attendance during the months the school is open of 45. I should like to see that attendance increased but still I think that figure is fairly good. Certainly I think we may say that this school is most favourably situated and that its surroundings are as charming as any school in the Colony. We hope shortly to remove the bamboo nursery in front and throw that into the playground which will give more room for sports and games. I am delighted that the boys are keen on sport and ready to challenge any other school at any sport. The headmaster has told us of the good progress that has been made in the work of the school. I congratulate those four boys who passed the Oxford Preliminary Examination on the occasion of the first time that any pupils have been sent from this school to that examination and I also congratulate the five boys who remain longer at school, and attend the Technical Institute. The headmaster also mentioned with regard to the point on which I have laid so much stress that there was an improvement in the number of boys remaining at school, the number increasing from 6 to 11. I hope we shall be able soon to select a good site for the miniature ride range which will afford valuable instruction and amusement in shooting with the morris tube. I hope to see schools sending out boys capable of shooting well. I saw some of your cadets at Stonecutters recently where they were learning the semaphore drill in addition to rendering first aid to the wounded and simple physiology and I think that it is likely to make the boys of this school in future able to take part in the defence of the Empire, if called upon (applause).

The programme included choruses and recitations by the pupils and scenes from "Midsummer's Night Dream," all of which were cleverly rendered.

Votes of thanks concluded the proceedings. The prize list was as under:—Lower School—Infants; Dorothy Morris and Arthur Gibson; Class I. Ada Dickson, John Brett, and Fred Hulton; Class II. Jessie Mitchell, Colin McDonald, and E. Wilkinson; Class III. Edgar Darcy, Jessie Rodger, and Geo. Rodger; Class IV. Jessie McNeil, Jessie Stokes, E. Brett, and John Brett; Upper School—Class V. (Top boy) Ivan Gibson; Marked Progress, Geo. Baker and Geo. Hobbs. Composition; Randolph Scott, Class VI. Arithmetic, Geo. Stokes; General Knowledge Geo. Hoskins; General Proficiency, M. McNeil; Mathematics M. Silverstone; Headmaster's Prize to "Dux" of School, M. McNeil.

SUPREME COURT.

Wednesday, 11th March.

IN SUMMARY JURISDICTION.

Before Mr. A. G. WISE (PUNISH JUDGE).

A MISTAKE IN PRINTING.

The Union Trading Company sued the On Log Company for a balance alleged to be due under a contract in regard to the purchase of goods on commission. Mr. R. F. C. Master of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs and Mr. Grist of Messrs. Wilkinson and Grist, for the defendants.

Mr. Grist said the defendants denied indebtedness in regard to the bottles supplied—\$498—because the name was wrongly printed on the bottles. It was red upside down and if the defendants used such bottles they would incur the ridicule of the Colony.

Mr. Master argued that the defendants would not suffer through the name being so printed as the bottles were usually hung upside down. His Lordship—The bottle has a flat bottom as it must be intended to stand occasionally.

Mr. Master said the specimen of the name supplied by the defendants had been sent home. Since the bottles had arrived defendants had paid certain moneys on account of the contract.

Mr. Grist said the moneys were paid in respect of other goods supplied. Not one cent had been paid for the bottles. The question was whether his Lordship thought they should take delivery of bottles that would hold them up to ridicule.

His Lordship—Not if you repudiated at the proper time. If this was a heathen language to the people in England they should have found out what the characters meant.

Mr. Grist—The agents out here ought to have instructed them properly.

Mr. Master said he would call evidence to show that people would buy bottles just the same although the name was upside down.

His Lordship—Then you had better sell the bottles to them. I hold, at present, that the bottles are marked wrongly, and that they are meant to stand and not to hang.

Judgment was given for defendants.

GEORGE MEREDITH'S 80TH BIRTHDAY.

MANY TRIBUTES.

"When a man has climbed the steps of eighty years he should not see them as a pain." These were the final words—words of rare modesty and wisdom—in a short conversation Mr. George Meredith was good enough to give me to-day, writes a correspondent.

Hosts of congratulatory messages had arrived during the morning by post and telegraph, but Mr. Meredith himself had departed very little from his usual quiet life.

As early as a quarter to eight he had taken his breakfast. It was not until halfpast eleven that the mist allowed him to go out in a little donkey chair for his customary ride along his favourite lane over the shoulder of Box Hill.

Usually Mr. Meredith's daily journey is a round of five miles across the hills, and he is never tired of the magnificent vista, the grand cloud and sunlight effects, to be obtained from the summit of Box Hill.

To-day, however, the ride had to be cut short for at twelve o'clock a deputation, headed by Mr. Clement Shorrock, presented him with an address bearing the signatures of eminent Englishmen, Frenchmen, and Americans.

I paid my visit just after the great novelist's luncheon.

I found the silver-haired master of letters sitting by the fire.

He wore a grey reefer jacket and a red tie, and sat with a rag over his knees to keep off the draught from the open door.

SHANGHAI GAS CO., LTD.

The report for 1907 (being the 44th since the origin of the Company) reads:—
The Directors have pleasure in presenting the annual report and statement of accounts for 1907. The progress of the Company continues satisfactory. The profit on working account for the year amounts to Tls. 241,567.06, which sum has been transferred to profit and loss account.

The net profit for the year is Tls. 248,951.31. The balance at credit of profit and loss account, after crediting the account with Tls. 7,989.19 carried forward after appropriation of the profits for 1907, and deducting the amount of Tls. 83,839 paid on 10th July last, amounts to Tls. 173,102.50 of which sum the Directors recommend appropriation as follows:—

To pay a final dividend for the year 1907 on 24,000 shares at 8 per cent (making 15 per cent for the year) Tls. 4,000 per share Tls. 96,000.00.
To write off for depreciation of land and buildings 2,573.46.
To write off for depreciation of plant and machinery 49,326.62.
To write off for depreciation of furniture 596.85.

To carry forward to new account 6,603.65.
Consumption—Private consumption has increased 33,985,200 cubic feet, or 8.49 per cent. The increase in Gas used for Public Lighting has been 1,412,000 cubic feet, or 14.05 per cent.

Gas Engines.—The number of Gas Engines in use is 102, while the increase in Gas used for power was 8,909,700 cubic feet, or 21.51 per cent.

Coal.—There were Tons 4,023.19.0 more carbonized than in 1906 and 47,497,400 cubic feet more Gas produced.

Residue.—The Coal used during the year being nearly altogether Japanese, which yields a Coke selling at a lower price than Australian, the return for the Coke was less than last year, although a greater quantity was sold. There was no demand for Pitch, but Tar and Sulphate of Ammonia were well taken up.

Fittings.—The Fittings Department continues to yield a fair profit on the Capital employed.

Capital.—46 New shares, the balance of last issue, have been sold by the Directors and paid for dividend of 1907, but not having been paid for until after the 31st December, the addition to Capital account does not appear in the Balance Sheet.

Directors.—Mr. P. E. Lavers having resigned his seat on the Board on his leaving for England, the Directors invited Mr. E. E. Clark to fill the vacancy. Mr. Clark's appointment requires confirmation at the Ordinary General Meeting. In accordance with the Articles of Association Mr. E. Jenner Hogg retires, but being eligible offers himself for re-election.

Audit.—Owing to the indisposition of Mr. W. H. Anderson, the accounts have been audited by Mr. H. W. G. Hyatt. Mr. W. H. Anderson offers himself for re-election.

Summary of the Engineer's Reports to the Directors during the year 1907.
Manufacture.
No. 2 Retort House, equipped with electrical driven machinery for handling the Coal, &c., was completed and brought into use in September.

Condensers and Scrubbers to deal with the Gas made in this new house were ordered early in the year, and erection of these is now nearly complete.

Progress with No. 2 Gasholder was somewhat delayed, it was completed and brought into use during January, 1908.

Coal, &c., Carbonized 4,986.4.2 Tons.
Gas Manufactured 495,489.000 Cubic feet.
Yield per Ton 11,866.
Average illuminating power 16 Candles.

Distribution.
The rapid development of new districts and the construction of roads leading thereto, has necessitated the greatest length of new and enlarged mains being laid which the Main Supply Department has ever had to deal with in one year, the total length of mains laid being 12 1/2 miles.

Gas sold during the year 461,350,000 Cubic ft.
Gas used at the works, &c., 4,658,700 34,139,500
Gas unaccounted for and stock 29,480,800
Increase in gas sold as compared with last year 9.59 per cent.
Gas unaccounted for in distribution 5.99

Shanghai 18th February, 1908.
WORKING ACCOUNT FOR THE YEAR ENDED 31st December, 1907.
Tls. cts. Tls. cts.

To Manufacture of Gas—
Coal, &c., carbonized 256,565.72
Purifying material, oil and sundries 3,930.80
Salaries and wages 32,581.31
Repairs and maintenance of mains, services, and public lamps; municipal works; renewals of retorts and material; fuel for residences and workshops 36,611.31
To Distribution of Gas—
Wages 13,571.04
Repairs and maintenance of mains, services, and public lamps; municipal works; renewals of retorts and material; fuel for residences and workshops 36,611.31
To Management and General Charges—
Salaries and wages 16,239.05
Directors' fees 5,000.00
Auditors' fees 300.00
Medical attendance 1,000.00
Printing and stationery 1,736.62
Land and other taxes 1,862.02
Rent allowance 1,262.78
Fire insurance 5,439.47
Legal expenses 232.50
Office and miscellaneous expenses 1,721.09
Passages 924.73

Balance being profit on working account— 36,630.92
Tls. cts. Tls. cts.
By amount of charges for gas 645,571.43
residual products 559,004.58
Coke, pitch and sulphate 79,273.60
Profit for the year 5,293.25
Tls. cts. Tls. cts.

PROFIT AND LOSS ACCOUNT
For the year ended 31st December, 1907.
Tls. cts. Tls. cts.

To amount written off for depreciation of land and buildings 2,573.46
To manufacturing and distribution plant 49,326.62
To furniture 596.85
To final dividend for 1907, 7 per cent on capital, Tls. 860,000 (paid 1st March 1907) 59,000.00
To dividend on new shares 754, 115 per cent (paid 1st March 1907) 9,147.10
To bonus for year 1906 on 16,000 old shares at the rate of Tls. 1.50 per share (paid 1st March 1907) 24,000.00

To bonus for 2 months of year 1906 on new shares at the rate of Tls. 0.25 per share (paid 1st March 1907) 1,986.50
To interim dividend for 1907, 7 per cent on capital Tls. 1,197,700.00 (paid 10th July 1907) 83,839.00
To interest on debentures—
5 per cent on Tls. 100,000 Tls. 5,000.00
6 " " " " 100,000 Tls. 6,000.00
6 " " " " 200,000 Tls. 12,000.00
To bad and doubtful debts 871.71
To Hongkong agency fees 162.94
To balance carried forward 173,862.54
Tls. cts. Tls. cts.
By balance 425,439.07
By transfer fees 152,454.11
By interest account balance thereof 25,805.32
By exchange account (dollars being taken at 73) 5,316.08
By dividend received on 24 Shanghai Municipal Telephone Co's shares 90.00
By balance of working account, 1907 241,567.06
Tls. cts. Tls. cts.
To balance carried forward 100,000.00
By balance brought forward from last year 100,000.00
Tls. cts. Tls. cts.
BALANCE SHEET, 31st December, 1907.
LIABILITIES. Tls. cts. Tls. cts.
Capital—
23,254 Shares at Tls. 50 each 1,162,700.00
Share premium account 480,832.55
Debenture account—
100,000 Tls. 100,000.00
6 per cent, issue of 1899 100,000.00
6 per cent, issue of 1903 200,000.00
Renewals and depreciation account—
Interest payable 1,341.60
Sundry creditors 25,897.42
Deposit from coke contractor 3,569.69
Deposit from tar contractor 1,500.00
Deposit from gas consumers 48,632.74
Unpaid dividends 24.00
Hongkong and Shanghai bank—
Balance at debit of current account 84,519.00
Profit and loss account—
Balance and credit thereof 173,102.50
Tls. cts. Tls. cts. Tls. cts.
Total \$2,512,414.03
ANALYSIS
Tls. cts. Tls. cts. Tls. cts.

Land and building for the Manufacture of Gas.
Cost on 31st Dec. 1906 324,541.81
Less written off for depreciation 3,541.81
Addition during the year 30,173.46
381,173.46

Machinery for the Manufacture of Gas.
Cost on 31st Dec. 1906 576.138
Less written off for depreciation 15,138.24
Addition during the year 241,900.40
790,334.40

Main Services, &c., for the Distribution of Gas.
Cost on 31st Dec. 1906 741,386.58
Less written off for depreciation 34,188.58
Addition during the year 127,155.45
834,153.45

Plant and Buildings in Construction.
New Condensers and Scrubbers 22,414.74
New W.G. Plant 13,485.48
New Gasholder, No. 2 127,585.91
163,487.13

Furniture Account—
Valuation on 31st Dec. 1906 5,069.19
Less written off for depreciation 1,489.89
Addition during the year 5,500.00
8,079.30

Hongkong House Property.
Stocks on Hand—
Fittings, Gas Engine and Stores 195,046.93
Coal, &c., Carbonized 39,554.37
Journals and Gas in Holders 39,554.37
235,201.00

Sundry Debtors—
Account—
Gas, Coke, Tar, and etc. 58,451.17
Fire Insurance Unexpired 2,407.78
Shanghai Municipal Telephone Co—24 hours 1,421.54
Cash on Hand 342.51
Tls. cts. Tls. cts. Tls. cts.
Total 2,512,414.03

* Since collected, Tls. 73,736.63
CANADA AND JAPAN.
ASSENT TO THE "NATAL ACT."

It was understood that the Lieutenant Governor would assent on February 10 to the Bill enforcing the provisions of the "Natal Act" against Asiatics who desire to enter British Columbia.

The measure will come into operation immediately.

SECRETS BY WIRELESS.
OVERHEARD AT SEA.

M. Stephane Lauzanne, editor of the *Matin*, on his way on board the "Lorraine" to New York in a wireless despatch from mid-ocean via Crookhaven, shows how easily the secrets of wireless messages may be tapped. His despatch, dated February 8th says:

Yesterday I listened to the wireless conversation between the British men of war off the Lizard. Some minutes later I heard the Eiffel Tower conversing with the French warship *Kleber*, off Casa Blanca. It was exactly ten minutes past nine in the evening: Paris time. The Eiffel Tower said, "Query, have any official news?" The *Kleber* replied, "Answer, yes, a moment." After two minutes' reflection the *Kleber* added, "There will be something at midnight." The *Lorraine* was then 1,500 kilometres (about 100 miles) from Paris, and Casa Blanca was several thousand kilometres away. It is the most astonishing thing I have witnessed. But if M. Clemenceau and General D'Amade have any secrets between them they would do well to wait until I reach New York.

A subsequent wireless message shows that M. Lauzanne had not waited till midnight to overhear the despatch from Casa Blanca, and he also tells us how the news of the Lisbon tragedy reached the steamer. He says:

The despatches announced for midnight by the *Kleber* were, first, a message from General D'Amade to the Minister of War, saying that the situation was unchanged, and secondly, a despatch from Admiral Philibert to the Minister of Marine concerning an experiment proposed by Captain Ferrier. The news of the assassination of the King of Portugal was known at sea on Sunday evening, and caused a great sensation.

This is a curious proof of how easily wireless messages may be captured anywhere and understood unless some secret code is used by the correspondents. That the French Government is making no great secret of its military operations in Morocco is evident from the fact that messages are sent in plain language.

SUSPENSION OF THE "TRIBUNE."

2400,000 LOST.

The announcement that the "Tribune" could no longer continue publication was made in a statement to its readers in the farewell number. Two years of a faithful existence in which an immense amount of money was swallowed, convinced its proprietors that without further gigantic expenditure there would be little chance for its success.

It was an uphill task from the beginning, for the paper, which was an excellent one in many respects, had a bad start, from which it never recovered.

When the "Tribune" was begun it had a capital of £220,000, which disappeared in the first year without having left any appreciable mark on the sale or advertising revenue. Last year—the second of the existence—a further sum of £50,000 was provided. Part of this was utilized to pay off the liabilities of the preceding year, and the rest was devoted to the task of carrying on the enterprise.

But even at the end, when the prospects seemed to be somewhat brighter, the "Tribune" was losing from £500 to £1,500 a week. We understand that a sum of between £30,000 and £40,000 is needed to pay off all liabilities. This, we learn, will be forthcoming.

Altogether, the attempt to induce Liberalism to support a penny morning daily paper in the metropolis has cost about £400,000. The injudicious start of the paper gave it a set-back from which even the most expert management could scarcely have saved it. The mistakes under which it staggered were rectified too late. Mr. Franklin Thompson, M.P., to whose enterprise the journal owed its existence, gave his time and money freely, and it was due to his zeal to the cause that the paper was enabled to maintain itself throughout the dark days of its first year. Latterly the "Tribune" was managed by Mr. S. J. Pryor, under whose guidance as managing director the paper showed healthy signs of life and promise, but the Liberals withheld the support that was naturally expected of them, and never came to the rescue of the paper, which was obliged to announce its inability to continue.

Vigorous efforts were made to ward off the inevitable. There are many wealthy Liberals in Parliament who were approached with a view to enlisting their financial support, but without success. In most instances there was a ready response to meet the requirements with certain nominal sums, but the conditions on which the contributions would be made generally tended towards the promise of certain social and political reforms, which those who are opposed to the House of Lords are not supposed to be hankering. So the "Tribune" went to the wall.

There was general regret in the House of Commons among Liberal members at the stoppage of the "Tribune." The opinion was strongly expressed that the Government should have stepped in to save the party from the position in which it now finds itself.

WATER RETURN.

Level and storage of water in reservoirs on the 1st March. City and Hill District Water Works.

LEVEL. 1907. 1908.
Below overflow. Below overflow.
Tyam 21 ft. 8 in. 3 ft. 9 in.
Tyam Bywash 24 ft. 10 in. 23 ft. 7 in.
Tyam Intermediate 0 ft. 3 in.
Pokfulam 32 ft. 6 in. 18 ft. 0 in.
Wongshauing 35 ft. 6 in. 28 ft. 11 in.

STORAGE GALLONS. 1907. 1908.
Tyam 2,520,000 174,800,000
Tyam Bywash 780,000 1,285,000
Tyam Intermediate 124,376,000
Pokfulam 5,440,000 33,242,000
Wongshauing 1,840,000 4,568,000

Total 2,853,531,000 403,079,000
CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF FEBRUARY. 1907. 1908.

Consumption, 162,782,000 122,190,000 gallons
Estimated population 236,100 206,310
Consumption per head per day 15.5 20.4 gallons

Intermittent supply by Rider mains except from 4th to 14th during February 1907. Constant supply in all districts during February 1908. The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.
LEVEL. 1907. 1908.
Kowloon Gravitation below overflow
Reservoir 26 ft. 2 in.

STORAGE GALLONS. 1907. 1908.
Kowloon Gravitation 135,630,000
Consumption of Water in Kowloon during the month of February. 1907. 1908.

Consumption, 13,528,000 20,825,000 gallons
Estimated population 92,450 81,700
Consumption per head per day 5.8 8.8 gallons

The Government Analyst reports that the water is of excellent quality.
W. CHATHAM, Water Authority.

MANCHESTER SHIP CANAL.

The accounts of the Manchester Ship Canal for the half year show that the revenue receipts amounted to £227,251 and the expenditure to £141,166, leaving a working profit of £186,085. The balance carried to next revenue account was £161,701. Of the available balance of £159,915 £69,975 went to the Corporation of Manchester in payment of interest on Debentures they hold, and the balance of £89,940 was carried to the next half year. The total amount paid to the Corporation in respect of the year 1907 was £160,000, being the full amount of interest accrued due. The result of the half-year's working of the Ship Canal department was an increase of £21,591 in receipts, of £10,803 in expenditure, and £10,788 in profit, as compared with the corresponding half of the previous year. A considerable proportion of the augmented expenditure was owing to higher rates of wages and dearer coal. The Ship Canal receipts for the whole year showed an increase of £36,748 and the expenditure an increase of £11,639. The net result was an increase of £25,109 in the working profit. The weight of the imports and exports of sea-borne merchandise which paid toll for the use of the Ship Canal was 495,543 tons more than in the previous year, but 379,117 tons of the increase consisted for exports of coal, on which a low rate of toll has to be charged.

LORD CURZON ON THE ANGLO-RUSSIAN AGREEMENT.

BRITISH INTERESTS SACRIFICED.

The result of all this British labour in the past, all this expenditure, all this disinterested sacrifice, is that we are no better off than the least labourer.

Thus, with a gesture of disgust, Lord Curzon, speaking out of his long experience as Viceroy of India and his intimate knowledge of Eastern politics, made a stern attack on the Government over the Anglo-Russian Convention in the House of Lords.

Party spirit was disclaimed by Lord Curzon at the outset of his speech. "This is not an offensive alliance," he said. "It is a detailed arrangement of the specific interests of the two nations claiming rights in Persia, Tibet, and Afghanistan. It is fair to both parties, if it contained the conditions of vitality and permanence; then we might expect the results which the Government desired."

"But if the bargain is doubtful with regard to Afghanistan, bad with regard to Tibet, and worse with regard to Persia, then it is impossible to argue that the whole result can be good."

"It is laid down that the Russian sphere in Persia shall consist of provinces adjoining the frontier, but so liberal an interpretation is given to this proposal that Russian influence is secured in territory containing eleven out of twelve cities, and the eleven include Teheran, with all its possibilities of diplomatic and commercial pressure."

"I confess I look with some apprehension to the future likely to await the possessions we enjoy there."

"Out of eleven trade routes seven are in the Russian sphere, and among them is the Bagdad route—a route along which travels yearly some three-quarters of a million pounds' worth of British trade."

"What ought to have been in the British sphere has been converted into a sort of Tom Tiddler's ground—where the natives of Europe can fight out their own advantage."

"Then he pointed out that we had 80 per cent. of the trade and 90 per cent. of the shipping in the Persian Gulf, and yet, after our hundred years of work there, the Government had put into this agreement nothing about the Persian Gulf, and continued:—

"I am driven to the conclusion that, whatever may be the ultimate effects produced by the treaty, we have thrown away to a large extent the efforts of our diplomacy and trade for more than a century."

"It seems to me that, in regard to Afghanistan, we have tied our hands and the hands of the Amer by a number of engagements which may be a source of some anxiety in the future, and that in return for substantial concessions we have obtained nothing."

"With regard to Tibet the treaty appears to be in extreme need of explanation and defence. In face of an admission that Tibet is outside the sphere of Russian policy, the Government has not conceded to Russia equal rights and interests in that country."

"The Tibetan part of the treaty appears to me to involve an absolute surrender. Then Lord Cromer rose from the second cross-bench. The Prince of Wales moved out of the way to allow Lord Cromer a better view of the House and the House a better view of Lord Cromer.

He welcomed the broad lines of the treaty as likely to reduce friction. The Government reply was given by Lord Fitzmaurice, Under-Secretary for Foreign Affairs. The gist of his defence was:—

"You must take the treaty as a whole." The debate was adjourned.

DEATH OF SIR E. STRACHEY.

A FAMOUS ADMINISTRATOR.

The death of Lieut-General Sir Richard Strachey, R.E., F.R.S., was due to an attack of influenza. The veteran officer completed his 90th year in July last. It will be remembered that in December was announced the death of his brother, Sir John Strachey, at the age of 81, and it was remarked at the time that between them they had filled almost every office in the Indian Administration. Sir Richard entered the East India Company Engineers in 1836, and served in the Sutlej Campaign of 1845-46, for which he was mentioned in despatches, and received the medal with clasps. During the Mutiny he was secretary to the Government of the Central Provinces. In 1862 he became Secretary for Public Works to the Government of India. After this he held for some time the important position of Inspector-General of Irrigation. In 1869-70 he was a member of the Governor-General's Council, then of the Council of India, and later President of the Finance Commission, 1878-80. There are a few only of the offices which he filled, one of his latest appointments being to Lord Herschell's Committee on Indian Currency, which determined the exchange value of the rupee. It would be difficult to over-estimate the services, advisory, executive, and especially financial, which Sir Richard Strachey, by common consent, rendered to India. It was in recognition of these services that Sir Richard was appointed Grand Commander of the Star of India and was granted a good service pension.

It is, perhaps, less widely known that Sir Richard Strachey gained a high reputation for scientific work. It was on this account that he was made a Fellow of the Royal Society and L.L.D. of Cambridge. The Royal Society conferred upon him in 1897 the Royal Medal for his researches in the physical and botanical geography, geology, and meteorology. When the memorable eruption at Krakatoa took place in 1883 Sir Richard wrote a highly valuable report on the barometrical disturbances and sounds produced by that unprecedented convulsion. From 1883 to 1895 Sir Richard was president of the Meteorological Council, a period during which considerable advances were made in British meteorology. He was the author of an essay, entitled "Harmonic Analysis of Hourly Observations of the Temperature and Pressure at British Observatories." His contributions to the botany and geology of the Western Himalayas and Tibet were the first in that field. On these subjects his contributions go back as far as 1847. He and Mr. Winterbottom made observations in Tibet at all altitudes from 2,000 ft. to 19,500 ft., and they determined for the first time the zones of vegetation that are met on ascending the mountains of Asia. Sir Richard Strachey was justly regarded as the founder of scientific meteorology in India, and he was the first to promote the establishment of observing stations all over our Eastern dominions. Scientific research in the East owed him a great debt. He was the author of "Lectures on Geography," and was formerly president of the Royal Geographical Society. He wrote, conjointly with his brother, a well-known work on the "Finances and Public Works of India."

Sir Richard Strachey married in 1869 Jane, daughter of Sir John Peter Grant, G.C.M.G., and he leaves several sons and daughters.

MARTELL'S BRANDY.

RECOGNIZED AS THE STANDARD COGNAC THROUGHOUT THE WORLD.

HIGHLY RECOMMENDED BY THE MEDICAL FACULTY.

ONE STAR Per Dozen ... \$25.00
THREE STARS " " " " \$28.00
V. S. O. P. LIQUEUR " " " " \$40.00
V. V. S. C. P. " " " " \$90.00

SOLE AGENTS:—
H. PRICE & CO., LTD.
WINE, SPIRIT & CIGAR MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 3rd March, 1908.

QUICK-FIRING GUN PRACTICE IN THE FLEET.

The results of the test of the gun-layers with light quick-firing guns and of battle practice from torpedo-boat destroyers are now issued by the Admiralty, with expressions of satisfaction at the improvement shown last year as compared with the results obtained in 1906.

The following is a summary of the results for the three years during which this test has been carried out.

Number of— 1905. 1906. 1907.
Vessels firing ... 57 ... 52 ... 121
Guns ... 342 ... 312 ... 669
Hits ... 653 ... 1,004 ... 2,089
Misses ... 2,608 ... 1,398 ... 3,709

Percentage of hits to rounds fired ... 20.2 ... 34.60 ... 35.81
These figures are very remarkable as an index of increased battle efficiency. They are all the more satisfactory in view of the fact that, whereas the hits per gun per minute with the small 6-pounder (though nearly twice those of 1905) did not advance, the number of hits with the more important 12-pounder weapon was 3.97 in contrast with 2.43 in the previous year and 1.54 in 1905.

The following shows the order of merit of the flotillas and the best ship in each:—
No. of Points First Score.
Ships per man. Ship. Score.
China ... 6 ... 87,876 ... 105.10
Mediterranean ... 11 ... 41,977 ... 62.77
Home Fleet (full complement) ... 48 ... 26,745 ... 50.47
Home (nucleus crew) ... 58 ... 33,068 ... 78.84
Channel ... 2 ... 17,933 ... 30.13

Total ... 121 ... 29,848
It will be seen that, as with the gunlayers' tests with heavy guns, the vessels on the China Station lead, with the "Oiler" as first in the Fleet, Her crack gunner, Leading Seaman P. Delaney, made nine hits with the 12-pounder gun, and Able Seaman F. Saunders secured twenty hits from a 6-pounder. While the latter result has never been equalled, Second Class Petty Officer Hard secured twelve hits in the minute with the 12-pounder of the "Vivace" (China Station), which comes second in the whole Navy with 98.99 points.

Another noticeable point is the particularly good shooting, considering the disadvantages, of the nucleus crew torpedo craft. Sixteen of them gained scores above the average of the Navy; the Devonport nucleus crew, indeed, did better than the full crews of the ships at the Nore, securing—under special conditions, it is true—176 hits out of 518 rounds fired, in contrast with 328 hits out of 2,562 rounds of the Nore flotilla.

Another noticeable point is the particularly good shooting, considering the disadvantages, of the nucleus crew torpedo craft. Sixteen of them gained scores above the average of the Navy; the Devonport nucleus crew, indeed, did better than the full crews of the ships at the Nore, securing—under special conditions, it is true—176 hits out of 518 rounds fired, in contrast with 328 hits out of 2,562 rounds of the Nore flotilla.

Another noticeable point is the particularly good shooting, considering the disadvantages, of the nucleus crew torpedo craft. Sixteen of them gained scores above the average of the Navy; the Devonport nucleus crew, indeed, did better than the full crews of the ships at the Nore, securing—under special conditions, it is true—176 hits out of 518 rounds fired, in contrast with 328 hits out of 2,562 rounds of the Nore flotilla.

SHIPBUILDING FIRM SUSPENDS PAYMENT.

FIVE THOUSAND MEN AFFECTED.

Great excitement was caused in Sunderland owing to the news becoming known that the great shipbuilding firm of Sir James Laing and Sons (Limited), of that town, had been compelled to suspend payment. This startling news was contained in a circular issued by Messrs. Ranson, Nelson, and Maling, solicitors, of Sunderland, and the information was added that Messrs. C. T. Squance and Sons, chartered accountants, Sunderland, had been given charge of the books and that a statement of affairs would be issued and a meeting of creditors called in due course. The circular concluded with the following sentence: "We hope it will be possible to submit a scheme for the reconstruction of the company which will be for the benefit of the creditors."

The Dockyard yard which is owned by the company is one of the oldest and best known shipbuilding establishments in the country. It was founded by the father of the late Sir James Laing. Throughout it has been famed for the remarkable quality of its workmanship. The firm has built P. and O. and Cunard liners, and last year completed that great naval floating dockyard intended for the repair of the British Navy his Majesty's ship *Cyclops*. This wonderful vessel was so adequate in all respects that it was a familiar saying in all respects that any ship from a needle to an anchor. The firm employs five thousand men, and their recent negotiations with regard to the Australian mail contract and their costly litigation with an Italian firm relative to contracts will be fresh in the public recollection.

The Dockyard yard which is owned by the company is one of the oldest and best known shipbuilding establishments in the country. It was founded by the father of the late Sir James Laing. Throughout it has been famed for the remarkable quality of its workmanship. The firm has built P. and O. and Cunard liners, and last year completed that great naval floating dockyard intended for the repair of the British Navy his Majesty's ship *Cyclops*. This wonderful vessel was so adequate in all respects that it was a familiar saying in all respects that any ship from a needle to an anchor. The firm employs five thousand men, and their recent negotiations with regard to the Australian mail contract and their costly litigation with an Italian firm relative to contracts will be fresh in the public recollection.

TO LET

"FAIRVIEW" No. 1, Robinson Road, Hongkong. Furnished or Unfurnished. Furniture can be purchased if desired, 6 big Rooms, nice view of harbour. Apply to—
Messrs J. ULLMANN & Co.,
34, Queen's Road,
Hongkong, 11th February, 1908. 382

TO LET

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 21st October, 1907. 93

TO LET

FIRST Class European House, furnished or unfurnished, Loochill Terrace and Hampshire Avenue, Kowloon.
Apply to—
TAM TSZ KONG,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET

OFFICES and **ROOMS** on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHAWAN, TOMES & Co.).
Apply to—
THE COMPTON DEPT.,
JARDINE, MATHESON & Co., Ltd.,
Connaught Road Central,
Hongkong, 25th February, 1908. 299

TO LET

NO. 18a, "TANGYUEN," McDonald Road, Dwelling House.
Possession from 1st April next.
Apply to—
TANG LAF TING,
No. 3, Connaught Road West.
Hongkong, 4th March, 1908. 469

TO LET

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Sams address,
Hongkong, 28th January, 1907. 270

TO LET

AUCTION ROOMS, No. 2, Zetland Street, immediate possession. "FAIRVIEW," ROBINSON ROAD, Kowloon.
Apply to—
"WOODBURY" GARDEN ROAD,
"ROSENEATH," KOWLOON.
Apply to—
LEIGH & ORANGE,
1, Des Vœux Road,
Hongkong, 10th February, 1908. 87

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 1st March, 1908. 85

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1908. 88

TO LET

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 1st March, 1908. 86

TO LET

A SIX ROOMED HOUSE at ELLIOT STREET, Robinson Road, furnished or unfurnished.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central,
Hongkong, 22nd January, 1908. 100

TO LET

A HACIENDA, East, Mount Kallet, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong, 5th February, 1908. 811

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. WATSON & Co., Limited,
Hongkong, 23rd April, 1907. 91

TO LET

FROM 1st MAY.
KOWLOON MARINE LOT 43, Yamai, Area 85,900 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Hongkong, 18th January, 1908. 221

TO LET

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.
Apply to—
14, Queen's Road Central,
Hongkong, 26th February, 1908. 437

TO LET

CHAMBERS in No. 2, WINDHAM STREET, Moderate Rent.
First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business. Premises or Dwellings, now occupied by Mrs. BORNEMANN.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 26th February, 1908. 98

TO LET

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & Co.,
Hongkong, 9th December, 1907. 102

TO LET

4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL" Buildings, Rents low.
No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
42, Queen's Road Central,
Hongkong, 26th February, 1908. 438

TO LET

LARGE 6 ROOMED HOUSE in best locality, facing the Bund.
Apply to—
X. Y. Z.,
German Post Office, Canton.
Hongkong, 7th January, 1908. 161

TO LET

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.
Apply to—
Messrs S. J. DAVID & CO.,
Prince's Buildings,
Hongkong, 23rd February, 1908. 443

TO LET

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rents.
"WINDSOR LODGE," Kimberley Road, Kowloon, Six-Roomed House fitted with Electric Light and full use of Tennis Court.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Hongkong, 7th March, 1908. 117

TO LET

LARGE OFFICE ROOM on First Floor of No. 18, DES VŒUX ROAD.
Apply to—
FERD. BORNEMANN,
No. 16, Des Vœux Road Central,
Hongkong, 23rd January, 1908. 144

TO LET

ONE ROOM in Prince's Buildings, Top Floor.
Apply to—
Messrs S. J. DAVID & CO.,
Hongkong, 29th February, 1908. 446

TO LET

NO. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 27th November, 1907. 90

TO LET

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. HOUSES in Wong Nei Chong Road. No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH," Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLVD BUILDINGS and No. 16R, Des Vœux Road next to the Hongkong Hotel. FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th March, 1908. 36

TO LET

"EGGESFORD" (Furnished) No. 114, Praya, Contains 6 ROOMS. No. 71, WINDHAM STREET. "GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Contains 26 Rooms. BEACONSFIELD ARCADE, Fine Office and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central. BELLILLO TERRACE HOUSES, ROBINSON ROAD. LADROCK, No. 9, CONDUIT Road, 8 Rooms, Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court. No. 3, DUDELL STREET Shop and 1st Floor. Nos. 1 and 6, DES VŒUX VILLAS (PRAY). No. 57, PRAYA GRANDE, Macao.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Building,
Hongkong, 18th February, 1908. 89

TO LET

STORAGE.
For Coal, Timber, &c.
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1906. 84

TO LET

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. BUTTONE'S KOWLOON STORE, No. 36, Egin Road & Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

MARINE INSURANCE COMPANIES.

The Times Commercial Supplement says—
The decline in the world's trade which began some months ago is unwelcome to most classes of business men; but to underwriters of marine risks it actually brings with it some prospect of improvement in their industry. During the past three years the carrying business of the world has never been larger, yet shipping trade generally has been depressed and the profits of underwriting have declined to a good deal less than nothing. Partly on the principle that business and its worst any change must be for the better, and partly because a large falling off in shipping would benefit the shipping trade, the turn in general trade may prove to be also the turning point—in the opposite direction—of marine underwriting.
We are able this year to present the result of ten companies only—as the Standard has not issued the usual accounts; no doubt because it has been acquired by the London and Lancashire Fire Insurance Company—and next year, with the absorption of the Ocean by the North British Company, we shall have but nine. It is, however, the reduction in number of companies issuing reports at the beginning of the year, there remain sufficient to make their figures a fair illustration of the insurance market as a whole. And this illustration regarded as a picture is painted in the gloomiest of colours. The completed accounts of 1905 were bad; but those of 1906 are worse, and much worse when one considers that a substantial part of the losses of 1905 were due to unfavourable experience of war risks. The reduction in the number of companies of assets, a reduction which could be considered in connection with values works out at some 60 per cent. during six years, has reduced marine underwriting as a whole to the ranks of temporarily unprofitable industries. And the experience of companies, handicapped to some extent though they are by expenses of administration, does not differ essentially from the experience of most members of Lloyd's, many of whom have, however, earned substantial profits from fire underwriting. Profits are more and more difficult to make in marine insurance, losses more and more difficult to avoid even by the most adroit of "shunters"—to borrow a term from a current Stock Exchange controversy. As a whole we are afraid that the market is losing money.
An examination of the following table will show that ten marine companies received £2,703,079 in premiums on the underwriting accounts of 1906 and, in the aggregate, lost £78,930 (2.9 per cent.) as compared with a loss on the 1905 accounts of £43,188 (1.6 per cent.). The course has been steadily downwards. For 1901 there was a profit of £208,168; for 1902 a profit of £209,513; for 1903 a profit of £245,577; and now the two years of loss. Writing a year ago, we anticipated that the bottom had then been reached; it is now clear that the depths are still unexplored. Among the companies in our table, four have made profits and six show losses; the profits, except those of the British and Foreign, which has had a comparatively good year, were all small; the losses in most cases are substantial.

UNDERWRITING ACCOUNTS OF 1906.

	Net profit after meeting claims and ex- penses, pms.	Corresponding profit or loss on the 1905 accounts.
Brit. and For.	339,199 + 20,038 8.6 + 28,639 5.7	
Lon. and Prov.	230,933 - 17,889 8.4 - 27,179 5.7	
Maritime	240,783 - 3,976 1.6 - 44,060 18.8	
Merchants	188,216 - 16,104 7.5 + 2,084 1.1	
Ocean	162,188 + 10,881 6.7 + 8,047 4.8	
Reliance	115,788 + 6,574 5.7 + 10,054 8.9	
Sea	214,915 + 5,051 2.5 + 28,053 2.5	
Thames & Mer.	459,850 - 47,600 10.5 - 14,295 3.2	
Union	458,768 - 34,117 7.5 - 35,524 8.4	
World	190,520 - 13,363 7.0 + 8,977 3.9	
Total	2,703,079 - 78,930 2.9 - 43,188 1.6	

* Assuming £22,000 as the cost of the third year's settlements.

It is always unsafe to draw deductions from the first year's settlements of marine account. The second year is the crucial one, and hopes at the end of the first twelve months—not infrequently turn to despair at the end of the second. Taken as a whole, the net premiums received in 1907 were £2,707,835, and the first year's settlements and expenses amounted to £2,144,297, or 42.3 per cent. as compared with the first year's settlements and expenses on the 1906 accounts of £1,129,144, or 41.8 per cent. In the aggregate the premiums have slightly increased, and the outgoings of the first year are slightly heavier; in individual cases the Maritime, Merchants, Ocean, and World show an experience in 1907 more favourable than that of 1906, but the other six have heavier settlements to record. Little comfort can therefore be drawn from the 1907 accounts. And no one can go day by day into the insurance market and feel much confidence in regard to the future. Last autumn the rates of premium on fleets coming forward were out worse than ever.

FIRST YEAR'S SETTLEMENTS ON THE 1907 ACCOUNTS.

	First Year Settlements figures in 1907 and Expenses.	First Year Corresponding Settlements figures in 1906 and Expenses.
Brit. and For.	343,136	162,246 47.3
Lon. and Prov.	216,924	55,909 39.6
Maritime	285,008	98,999 38.6
Merchants	204,970	65,194 31.8
Ocean	138,684	78,498 46.5
Reliance	115,084	52,018 45.0
Sea	339,447	123,918 38.1
Thames & Mer.	433,343	200,646 46.3
Union	438,641	211,078 48.6
World	189,699	61,347 32.3
Total	2,707,835	1,144,297 42.3

It is fortunate for most of the marine companies that prudent finance in the past has placed them in a position to withstand the slings and arrows of outrageous fortune. They have large funds and the earnings on these funds pay all, or nearly all, the dividends. In a few instances—London and Provincial, Thames and Mersey, and Union—the losses of recent years have made large inroads into the funds (which have also suffered from depreciation), and the means to check the tide of loss is becoming a most serious problem before their directors. The funds (exclusive of capital) of the ten companies amounted on December 31, 1907, to £5,918,015, a decline during the year of £17,504, of which more than half was due to depreciation. The interest receipts, after deducting income-tax, were £232,021, and the dividends to be paid are £214,561. The dividends, as a whole, are paid out of interest. In

one case, the British and Foreign, the dividend was increased from £53,000 to £80,000, an increase made for individual reasons and not connected with the present state of the market.

FUNDS, INTEREST RECEIPTS, AND DIVIDENDS IN 1907.

	Funds, exclusive of interest receipts to be capital, on December 31, 1907.	Interest receipts less income-tax paid in 1907.	Dividends on the year.
Brit. and For.	1,468,358	39,179	53,101
Lon. and Prov.	213,740	48,102	12,373
Maritime	273,972	21,298	17,511
Merchants	233,334	20,448	11,154
Ocean	441,997	8,665	17,334
Reliance	233,421	6,816	8,530
Sea	879,050	12,644	30,370
Thames and Mer.	1,078,448	11,327	33,940
Union	732,975	57,893	24,646
World	196,999	5,802	6,421
Total	5,918,015	177,902	223,020

"PULL THE STRING AND THE FIGURE WORKS."

HOW THE COAL BILL RISES.

Under these headlines, the Japan Chronicle of Feb. 26 says—
A somewhat ingenious attempt at fraud has been brought to our notice by Mr. E. Oldenburg, of Kobe. Acting on behalf of the Committee of the Club Concordia, Mr. Oldenburg ordered, through the head "boy" of the Club, 5 tons of coal on Monday from a well-known Japanese coal-merchant, and the load duly arrived yesterday. As the previous five tons ordered had vanished in a remarkably short space of time, Mr. Oldenburg decided to test the weight himself, and he inspected the scales. In order to make sure that the scales were in good order he stepped on to them with a view to taking his own weight, when he noticed a scale was standing very close to the scales. Mr. Oldenburg asked the man to move a little farther away, but he declined to move, and Mr. Oldenburg then discovered that the scale could not be moved away because his foot was tied to the scales by means of a piece of string which passed underneath the scale to the balancing point. By moving his foot the scale was thus enabled to regulate the weight of the baskets, the idea being of course to give short weight. The head "boy" was sent for a policeman, who came and took particulars and also the string as evidence. Some surprise seems to have been expressed among the police when the matter was put into their hands and we understand Mr. Oldenburg was asked what course he wished to be pursued with regard to the offender. Mr. Oldenburg replied that the officials ought to know—and we should think that a bare-faced attempt at fraud of this character would be a matter which the police should take up without hesitation.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents of a lifetime. A. S. Watson & Co., Ltd., Sole Agents of a lifetime.

SIEN TING.

SURGEON DENTIST.
No. 10, DAGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1540

SANG MOW.

BATTAN AND GRASS FURNITURE MAKER.
CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders require prompt attention.
45, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 45

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.L. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 2.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length... 323 feet.
Length on Blocks... 313 "
Width of Entrance on Top... 92 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 61 "

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 561 "
Width of Entrance on Top... 95 "
Width of Entrance on Bottom... 83 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with the latest PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for Short Notice.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE SECURITIES, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PREMIUMS varying from £10 to £10,000 or, at the very least, at their full nominal value.

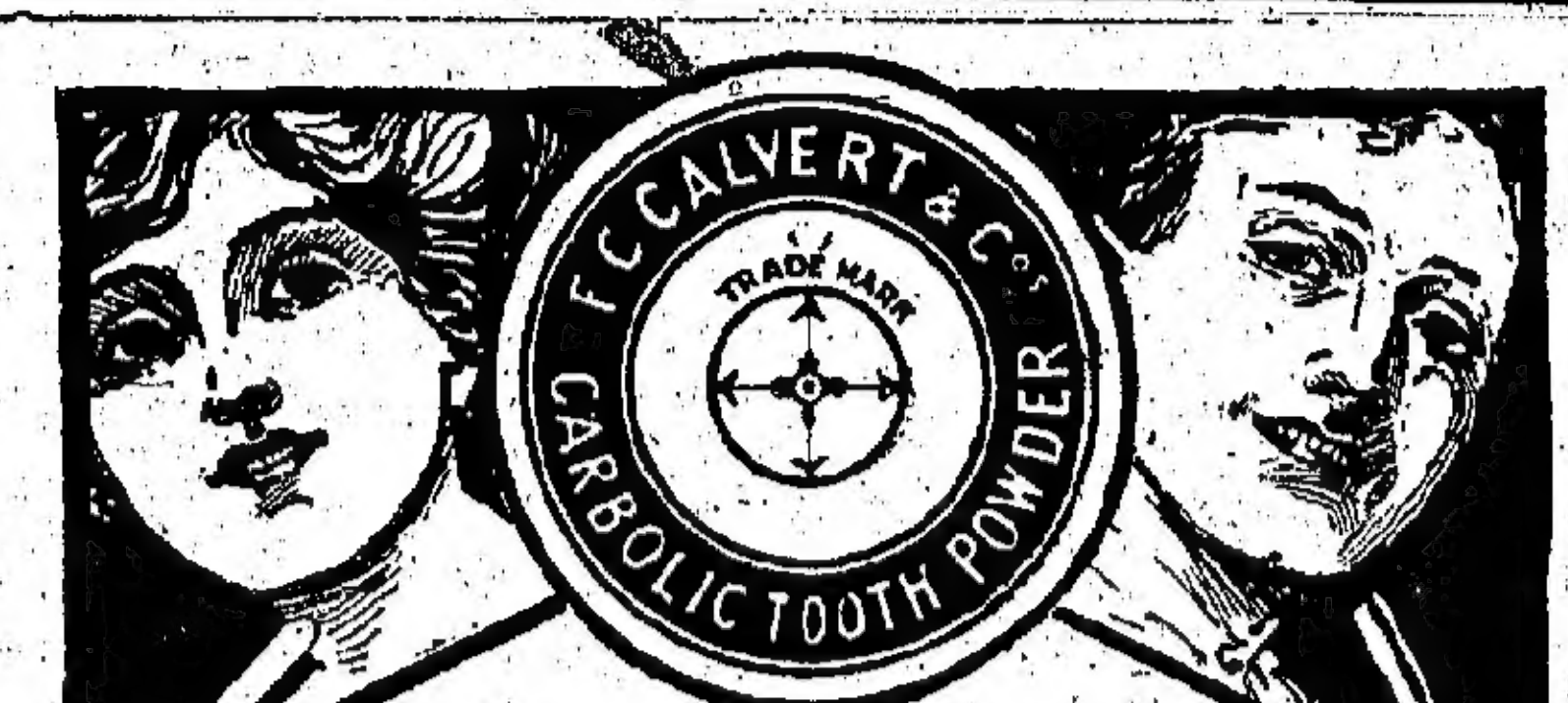
OUR UNRIVALED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to 320.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO., 3, RUE DE LA BOURSE, PARIS (France), 360

PREMIUM BOND DEALERS.



A good example is set by those who regularly use

CALVERT'S Carbolic Tooth Powder.

They evidently realize both the personal satisfaction and the hygienic importance of brushing their teeth to remove the food particles, etc., which collect on or between them.

Their experience tells them too; how well Calvert's Carbolic Tooth Powder aids the tooth-brush to do its work easily, thoroughly and pleasantly, polishing the enamel, and, at the same time, antiseptically cleansing wherever it goes. That is why more and more people use it every year.

Sold by local Chemists and Stores, in the well-known tin, also the new glass jar with sprinkler stopper. Made by F. C. Calvert & Co., Manchester, England.

THORNE'S OLD VAT



PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCK AND HAS BEEN SOLD AS SUCH SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN 806

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Supplied to the House of Commons.

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system.

For nervousness, professional men, teachers, students, etc., and in debility, seminal losses, dyspepsia of nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE

BUYING AGENTS WANTED

FOR CROMIL MACHINES for spraying Whitewash, Disinfectants, etc. Rescoring Valves, Bending Tubes, Rods, etc. Wood Trimmers, Hand Power Shaping Machines, superseeding chisel and file, and many other Specialities. Having a ready sale to Factory, Landlord, Steamship and Estate Owners, etc. Liberal terms.

Apply with references and particulars, CROSER STEPHENS & CO., 489 Newcastle-on-Tyne, England.

DAVID COOPER & SON'S MERCHANT NAVY

NAVY BOILED LONG FLAX BELLAIR BROWN TARTANING

ARNHOLD, KARBERG & CO

Sole Agents

SHIPPING.

ARRIVALS.
 BORNEO, German str., 2,168 T. Sembill, 10th March—Sandakan 5th March, Timber and General—Melbore & Co.
 HATTAN, British str., 1,183, J. S. Roach, 11th March—Coast Ports 5th March, General—Douglas, Lapraik & Co.
 HUPPE, British str., 1,200, G. J. Spink, 10th March—Rangoon and Howrah 8th March, General—Butterfield & Swire.
 ITHAKA, German str., 11th March—Canton.
 KWONGSANG, British str., 1,428, W. Palmer-Baker, 11th March—Shanghai March 7th, Swatow 10th, General—Jardine, Matheson & Co.
 PRINCE ALICE, German str., 6,720, G. Rott, 10th March—Hamburg, 20th January, and Singapore 6th March, Mails and General—Melbore & Co.
 TSINAN, British str., 2,269, E. Finlayson, 10th March—Nagasaki 6th March, General—Butterfield & Swire.
 WAISING, British str., 11th March—Canton.

CLEARANCES
 At the Harbour Master's Office.
 11th March.
 Fouwang, British str., for Saigon.
 Kwonggang, British str., for Canton.
 Kwonggang, German str., for Bangkok.
 Pionchies, Norwegian str., for Swatow.

DEPARTURES.
 11th March.
 ARABIA, German str., for Portland.
 COURTFIELD, British str., for Darbau.
 FEICHIANG, Chinese str., for Shanghai.
 FOOSHING, British str., for Canton.
 GOMER, German str., for Europe, K.
 J. DIEBOLD, German str., for Swatow.
 KIANGCHING, Chinese str., for Canton.
 MEIPOO, Chinese str., for Canton.
 NARINE, Dutch str., for Shanghai.
 NINA, British str., for Singapore.
 PRINCE ALICE, German str., for Shanghai.
 SOMIL MARU, Japanese str., for Swatow.
 YOSAN MARU, Japanese str., for Kuchindon.

SHIPPING REPORTS.
 The German str. BORNEO reports: Very strong monsoon the last two days.
 The British str. TSINAN reports: Strong N.E. monsoon since leaving Nagasaki through-out.
 The British str. KWONGSANG reports: Experienced strong N.E. winds with high following sea and fine clear weather to Swatow. From here to port moderate Northerly winds and fine clear weather.
 The British str. HATTAN reports: From Foochow to Amoy, strong N.E. gale and heavy sea. Amoy to Swatow, strong N.E. gale and heavy sea with rain. Swatow to Hongkong, light Northerly wind, smooth sea and clear weather.

VESSELS IN DOCK.
 March 11th.
 ABERDEEN DOCK.—Nell Meloid, Persia, Borneo, Loyal, H.M.S. Algerine, Tremont, Cosmopolitan DOCK.—Hattar, Clara Jensen, Omsang.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOOSHONG.

THE Company's Steamship
 "HATTAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, 13th March, at 10 A.M.
 For Freight or Passage apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers,
 Hongkong, 10th March, 1908. 516

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUZ and PORT SAID.
 Taking Cargo at through rates to the BRAZIL,
 SOUTH AFRICA, PERSIAN GULF, RED
 SEA, BLACK SEA, LEVANT, VENICE and
 ADRIATIC PORTS.

THE Company's Steamship, (6,000 tons)
 "VORWAERTS,"
 Capt. B. Bednarz, will be despatched as above on SUNDAY, the 15th March, A.M.
 This steamer has splendid accommodation for passengers, electric light and carries a qualified doctor and stewardess.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes Buildings,
 Hongkong, 11th March, 1908. 5

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALACCA COAST.
 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK
 S.S. "WRAY CASTLE" ... 7th April.
 S.S. "SIKH" ... 28th April.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 11th March, 1908. 522

TOYO KISEN KAISHA.
 SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong
 CALLAO and IQUIQUE, via JAPAN
 PORTS (Kobe and Yokohama).
 With Liberty to call at Honolulu and
 Salina Cruz.
 Steamers
 "KASATO MARU" ... 6,100 Tons ... First
 half of April.
 Taking Freight and Passengers to other
 Eastern and Western Coast Ports of South
 America in connection with Steamers of the
 Pacific S. N. Co.
 K. MATSUDA, Manager,
 Yokohama.
 Hongkong, 18th February, 1908. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F at Sections commencing from the Green Island. Vessels anchoring nearest Kowloon are marked "K," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DISPATCH	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & CO. VIA USUAL PORTS OF CALL...	MARMORA	Brit. str.	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTIWERP	GLENLOCHY	Brit. str.	E. J. Stallard	MOOREHEAD BROS. & GOW	On 25th inst.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	Charbonnel	SHAW, TOMES & CO.	About 31st inst.
MARSEILLES & CO. VIA PORTS OF CALL	TOKIN	Fr. str.	S. J. G. Parsons	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CO.	RANUKI MARU	Jap. str.	Porcelius	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLES, PLYMOUTH, HAVRE & LONDON	HOHENSTAUFEN	Ger. str.		HAMBURG-AMERICA LINE	On 25th inst.
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str.		MELCHERS & CO.	Beginning of April.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CO.	TRANQUEBAR	Awa Maru		NIPPON YUSEN KAISHA	On 1st April, at D'light
ROTTERDAM & HAMBURG VIA STRAITS & CO.	BRASILIA	Jap. str.	F. E. Cope	HAMBURG-AMERICA LINE	On 15th inst.
HAYRE, BREMEN & HAMBURG VIA STRAITS & CO.	SAMBA	Ger. str.	Müller	MELCHERS & CO.	On 2nd April.
NAPLES, GENOA, ALGIERA GIBRALTAR & CO.	PRINCE LUDWIG	Ger. str.	F. v. Binner	SANDER, WIELER & CO.	On 15th inst., at Noon.
TRIESTE & CO. VIA SINGAPORE & CO.	VORWAERTS	Aus. str.	B. Bednarz	SHAW, TOMES & CO.	About 16th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SAINT PATRICK	Brit. str.	Whay Castle	DODWELL & CO., LTD.	On 7th April.
VANCOUVER VIA SHANGHAI JAPAN & CO.	TULOR LANCE	Am. str.	Macdougall	ARNOLD, KARRER & CO.	About 21st April.
VANCOUVER VIA SHANGHAI JAPAN & CO.	EMPEROR OF CHINA	Brit. str.		CANADIAN PACIFIC R. CO.	To-day at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LENNOX	Brit. str.		DODWELL & CO., LTD.	On 25th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. & CO.	THOMONT	Am. str.	T. W. Garlick	NIPPON YUSEN KAISHA	On 17th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS & CO.	KASA MARU	Jap. str.	Wm. Thompson	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KARATO MARU	Jap. str.	G. S. Laprak	TOYO KISEN KAISHA	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	D. Mori	BUTTERFIELD & SWIRE	First half of April.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN & CO.	ALDENHAM	Brit. str.	J. Minnes	MELCHERS & CO.	On 20th inst., at 5 P.M.
VLADIVOSTOK VIA MANILA	NIKKO MARU	Jap. str.	St. John George	GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.
KOBE AND YOKOHAMA	CUBONIA	Rus. str.	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th April, at Noon.
YOKOHAMA AND KOBE	KAMAKURA MARU	Jap. str.	H. Fraser	MELCHERS & CO.	To-day.
NAGASAKI, KOBE & YOKOHAMA	PRINCE WALDEMAR	Ger. str.	W. von Soden	NIPPON YUSEN KAISHA	On 21st inst., at D'light
JAPAN	NIKKO MARU	Jap. str.	T. Harrison	MELCHERS & CO.	About 2nd April.
NEWCHWANG	TIHQDAS	Dut. str.	Zwart	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
CHIEFOO	KALANG	Brit. str.	Dowson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	HANGCHOW	Brit. str.	Mawley	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI & KOBE	TOTOMI MARU	Brit. str.	M. Winkler	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	H. Walker	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Fr. str.	Laucelin	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	W. P. Baker	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI, YOKOHAMA & KOBE	YOHCHO	Brit. str.	G. Berle	JARDINE, MATHESON & CO., LD.	On 17th inst., at Noon.
SHANGHAI, CHINGWANTAO, JAPAN, AMERICA & CO.	PERIA	Aus. str.	E. A. Peters	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CELANA	Fr. str.	J. Millett	SANDER, WIELER & CO.	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LANGBANK	Ger. str.	W. W. Cooke, R.N.R.	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PERA	Brit. str.	H. Kirchner	MELCHERS & CO.	About 24th inst.
SHANGHAI, YOKOHAMA & KOBE	P. R. LUTPOLD	Ger. str.	Bahle	HAMBURG-AMERICA LINE	About 25th inst.
TAMSHUI VIA SWATOW & AMOY	SILSIA	Ger. str.	I. Sakurai	OSAKA SHOSSEN KAISHA	On 28th inst.
NINGPOO & SHANGHAI	DANIN MARU	Jap. str.	J. S. Roach	BUTTERFIELD & SWIRE	On 15th inst., at 10 A.M.
SWATOW, AMOY & FOOSHONG	LUCHOW	Brit. str.	Spink	DOUGLAS LAFRAIK & CO.	On 14th inst., at 4 P.M.
HAIPHONG	HAICHAN	Brit. str.	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA	HUPPE	Brit. str.	A. W. Outerbridge	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	T. Mayrick	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
MANILA	TAMING	Brit. str.	Rodger	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 P.M.
MANILA	YUENANG	Brit. str.	R. Almond	SHAW, TOMES & CO.	On 21st inst., at Noon.
MANILA	ZAFIRO	Brit. str.	Mathias	SHAW, TOMES & CO.	On 28th inst., at Noon.
MANILA	RUBI	Brit. str.	F. Sembill	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	KAIPONG	Brit. str.	Pedone	MELCHERS & CO.	End of March.
MANILA	BORNEO	Ger. str.	E. Kon	NIPPON YUSEN KAISHA	To-day, at Noon.
MANILA	CARMA	Ital. str.	Bradley	JARDINE, MATHESON & CO., LD.	On 2nd inst., at D'light
MANILA	YOSHII MAI U.	Jap. str.	Rene Core	JARDINE, MATHESON & CO., LD.	On 17th inst., at Noon.
MANILA	KUTSANG	Brit. str.	de Brouwers	JAVA-CHINA-JAPAN LINE	On 19th inst., 3 P.M.
MANILA	ONSANG	Brit. str.			Quick despatch.
MANILA	TIHMARI	Dut. str.			

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 "THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS Across the Pacific in the 'EMPRESS LINE.' Saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA TO VANCOUVER.
 15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	TONS	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, 12th March...	30th March
"LENNOX"	3,700	WEDNESDAY, 19th March...	23rd April
"EMPRESS OF INDIA"	6,000	THURSDAY, 9th April...	27th April
"MONTEAGLE"	6,168	WEDNESDAY, 22nd April...	16th May
"EMPRESS OF JAPAN"	8,000	THURSDAY, 7th May...	25th May
"GLENFARG"	3,700	WEDNESDAY, 20th May...	13th June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 S.S. "EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.
 THE Quick route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CO. NEW PALATIN "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.
 Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10
 Intermediate on Steamers ... 240 ... 242
 and let Class Railways ...
 First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 K.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Hattar.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 21st March, Noon.
RUBI	2540	E. W. Almond	Manila	On 28th March, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 10th March, 1908. 14

HONGKONG-NEW YORK.
 AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "SAINT PATRICK" ... About 16th March.
 For Freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 12th January, 1908. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* TREMONT	9,806	T. W. Garlick	On 17th March.
* SUVERIC	6,232	W. Shotton	On 8th April.
* KUMERIC	6,232	Cowley	On 2nd May.
* SHAWMUT	9,806	E. V. Roberts	On 26th May.

* Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 11th March, 1908. 3

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOK	"CUBONIA"	On 15th March.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	End of March.
MARSEILLES, HAVRE & COPENHAGEN	"TRANQUEBAR"	Beg. of April.

 For Further Particulars, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 8th March, 1908. 6

THOS. COOK & SON,
 ESTABLISHED 1841.
 TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
 TICKETS ISSUED TO ALL PARTS OF THE WORLD.
 BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
 FOREIGN MONIES EXCHANGED.
 LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.
 Full information on Application.
 Head Office for the Far East—
 15, DES VOUX ROAD,
 HONGKONG.
 Japan Office—
 14, WATER STREET,
 YOKOHAMA.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florida and Rabinato United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Marseilles, Naples, Leghorn and Genoa also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship
 "CAPRI,"
 Captain Pedone, will be despatched as above TO-DAY, the 12th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 3rd March, 1908. 4

COMPAGNIE DES MESSAGERIES MARITIMES.
 For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.
 "TOURANE,"
 Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 16th March.
 For Freight or Passage, apply to
J. MILLET,
 Agent.
 Hongkong, 10th March, 1908. 2

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 "TUNKIN,"
 Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 17th March, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:—
 S.S. "POLYNESE" ... 31st March.
 S.S. "TOURANE" ... 14th April.
 S.S. "ARMAND BEHIE" ... 23rd April.
J. MILLET,
 Agent.
 Hongkong, 4th March, 1908. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "MARMORA,"
 Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for Marseilles and London on SATURDAY, the 21st at March at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France and London, will be forwarded without transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 8th March, 1908. 1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, New Zealand, TASMANIA, &C.

THE Steamship
 "ALDENHAM,"
 Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th March, 1908. 431

"SHIRE" LINE OF STEAMERS LIMITED.

For LONDON, ANTWERP AND HAMBURG.

THE Steamship
 "MONMOUTHSHIRE,"
 will be despatched for the above Ports on or about TUESDAY, the 31st March.
 Doctor and Stewardess carried.
 For Freight or Passage, apply to—
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong 3rd March, 1908. 450

"GLEN" LINE OF STEAMERS.

For LONDON AND ANTWERP.

THE Steamship
 "GLENLOCHY,"
 Captain E. J. Stallard, will be despatched as above on WEDNESDAY, the 25th March.
 For Freight apply to
MOOREHEAD BROS. & GOW.
 Hongkong, 2nd March, 1907. 463

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DESTINATION	TO SAIL	REMARKS
SHANGHAI	MALTA	About 20th
LONDON VIA USUAL PORTS	MARMOIRA	Neon, 21st
SHANGHAI, MOJI, KOBE, PERA	YOKOHAMA	About 24th

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent

Hongkong, 8th March, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	On 12th Mar., 4 P.M.
MANILA	"KALGAN"	On 12th Mar., 4 P.M.
NEWCHANG	"KUCHOW"	On 14th Mar., 4 P.M.
MANILA	"KWEIYANG"	On 14th Mar., 4 P.M.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TSINAN"	On 14th Mar., 4 P.M.
SHANGHAI	"HUPEH"	On 15th Mar., 10 A.M.
MANILA	"TAMING"	On 17th Mar., 4 P.M.
SHANGHAI	"YCHOOW"	On 17th Mar., 4 P.M.
CEBU and LOILO	"KAIFONG"	On 20th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1908.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Wed/ day 25th March.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 26th Mar., at 5 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG"	Friday, 27th Mar., at Noon.
KUDAT & SANDAKAN	"BORNEO"	End of March.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 3rd April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 15th Mar., at 10 A.M.
AND AMOI	Capt. I. SAKURAI	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th March, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE	S.S. LANGBANK	22nd March
For SHANGHAI, YOKOHAMA & KOBE	S.S. BRASILLIA	25th March
For SHANGHAI, YOKOHAMA & KOBE	S.S. SENEGBAMBIA	6th April
For SHANGHAI, YOKOHAMA & KOBE	S.S. BRISGAVIA	13th April
For SHANGHAI, YOKOHAMA & KOBE	S.S. SEGOVIA	14th April

For further Particulars, apply to—

For ROTTERDAM, & HAMBURG	S.S. BRASILLIA	15th March
For Marseilles, Plymouth, Havre & HAMBURG	HOHENSTAUFEN	25th March
For HAVRE, BREMEN & HAMBURG	S.S. SAMBIA	2nd April

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th March, 1908.

OIE. DES CHARGEURS REUNIS, ROUND THE WORLD LINE.

S. S. "CEYLAN,"

Capt. JOUAS,
due here on or about SUNDAY, 15th
March, will be despatched a few days later.

THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double Berth Cabins, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe. Drawing Room, Smoking Room, Hair Dressing Room, Laundry. Doctor and Stewardess.

The Best Line to go to Japan and America in visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

For Further Particulars, apply to—

J. MILLET, AGENT,
FRENCH MAIL OFFICE.

Hongkong, 7th March, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU," Tons 6112 Capt. S. J. G. Parsons	WED/ DAY, 18th March, at Daylight.
VICTORIA, B.C., and SEATTLE, WASH.	"KAGA MARU," Tons 6399 Capt. Wm. Thompson	WED/ DAY, 1st April, at Daylight.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	"YAWATA MARU," Tons 6391 Capt. G. S. Lapraik	TUESDAY, 31st March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"NIKKO MARU," Tons 5318 Capt. K. Homma	FRIDAY, 20th March, at Noon.
SHANGHAI and KOBE	"TOTOMI MARU," Tons 5539 Capt. T. L. Harrison	THURSDAY, 12th March, at Noon.
NAGASAKI, KOBE, and YOKOHAMA	"NIKKO MARU," Tons 5539 Capt. M. Winkler	WED/ DAY, 18th March, at Noon.
BOMBAY via SINGAPORE, COLOMBO	"YEROSHI MARU," Tons 4977 Capt. H. K. Fraser	FRIDAY, 20th March, at Daylight.
KOBE and YOKOHAMA	"KAMAKURA MARU," Tons 6126 Capt. H. Fraser	SATURDAY, 21st March, at Daylight.

Calling at Yokohama, Kobe, and Yawata.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 12th March, 1908.

T. KUSUMOTO,
MANAGER.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE, MOJI, & MANILA	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, & MANILA	"KONGSANG"	Friday, 13th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, & MANILA	"KONGSANG"	Tuesday, 17th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 17th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Thursday, 19th Mar., 3 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, & MANILA	"YUENSANG"	Friday, 20th Mar., 4 P.M.

RETURN TOUR TO JAPAN AND BACK.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Canton, and Tientsin.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 12th March, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship "PERSIA."

Capt. G. Bortolo, will leave for the above places on WEDNESDAY, the 18th inst., A.M.

This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage apply to SANJEEB WIEBER & CO.,
Prince's Building,
Hongkong, 11th March, 1908.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1898.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中 年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907.

NOW READY.

MAIL TABLES
FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card. 30 Cents

On Paper. 20

On Sale at the Hongkong Daily Press Office,
Hongkong, 17th January, 1908.

MITSU BISHI GOSHI-KAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

AI, ABC 5th Ed., Western Union Codes used.

All Letters to be Addressed:

MANAGER, MITSU BISHI CO.,
BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KATSUO, SHANGHAI, HONGKONG, & HANKOW.

AGENTS—

YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. CHANGING & Co.
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Namsato, Shinnew, and Hojo Collieries and

Sole Agents for MIYAGAWA KISHIDA KE COALS.

T. MATSUKI, Manager, Hongkong,
No. 2, Pedder Street.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th March, 1908.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI"

having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 18th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 9th March, 1908.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship "MANILA"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 9th March, 1908.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th March, 1908.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO., HONGKONG.

THE DIRECTORY AND CHRONICLE
FOR 1908
IS
NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Bookellers throughout the Far East.

Hongkong, 15th February, 1908.

SHIPPING IN PORT.

WHARRERS.

ANGIM, German str., 1,001, C. Kumpel, 4th March—Saigon 28th February, Rice—Butterfield & Swire.

ASOOR, British str., 3,045, Booth, 4th March—Moji 29th February, Coal—Gibb, Livingstone & Co.

BOURBON, French str., 997, Lo Bail, 6th March—Saigon 28th February, General—Chinese.

CAITENESS, British str., 2,222, Taylor, 6th March—Seattle 21st Jan., Moroccan 25th Feb., Wheat—Rennie & Co.

CAPER, Italian str., 2,718, Pedone Domenico, 8th March—Bombay 17th Feb. and Singapore 1st March, General—Siemens & Co.

CHILILI, British str., 1,153, J. Warrack, 1st March—Haiphong 26th Feb., Rice and General—Butterfield & Swire.

CLABA JESSEN, German str., 1,000, Jensen, 28th February—Saigon 28th Feb., Rice—Jensen & Co.

EMPEROR OF CHINA, British str., 3,048, R. Archibald, R.N.R., 13th Feb.—Vancouver, B.C. 25th Jan. and Shanghai 11th Feb., Mail and General—Canadian Pacific Railway Co.

EMPEROR OF INDIA, British str., 3,032, H. Beetham, 9th March—Vancouver 18th Feb. and Shanghai 7th March, Mail and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1,140, H. S. Malkin, 29th February—Saigon 28th February, Rice and Timber—Jardine, Matheson & Co.

FOOKSANG, British str., 1,533, J. A. Mitchell, 10th March—Calcutta 21st Feb. via Straits and Singapore 3rd March, General—Jardine, Matheson & Co.

FOOSHING, British str., 1,435, H. Walker, 10th March—Wuhu and Chinkiang 6th March, Peas, Ground Nuts and Rice—Jardine, Matheson & Co.

HAWAII, Norwegian str., 1,076, R. Rasmussen, 26th February—Daly 21st Feb., France—Order.

HANGCHOW, British str., 988, Mawley, 5th March—Chinkiang 29th Feb., General—Butterfield & Swire.

HEBBA, German str., 1,533, J. A. Mitchell, 10th March—Saigon 28th Feb., Rice—Siemens & Co.

HOLSTEIN, German str., 1,103, A. Nijboer, 10th March—Touane 2nd March, Coal & Rice—Jensen & Co.

HONGKONG MARU, Japanese str., 3,447, E. Best, 10th March—Sao Francisco 11th Feb. and Shanghai 7th March, General—Toyo Kisen Kaisha.

IYO MARU, Japanese str., 3,918, Wm. Thompson, 8th March—Japan and Shanghai 5th March, General—Nippon Yusen Kaisha.

ITABAKA, German str., 1,450, Vogeler, 4th March—Wuhu 26th February, Rice—Hamburg-Amerika Linie.

KALAO, British str., 1,188, Lewis, 5th March—Wuhu and Chinkiang 20th February, General—Butterfield & Swire.

KIANGCHING, Chinese str., 1,002, Bressander, 10th March—Chinkiang 6th March, General—Chinese.

KWANGSE, British str., 1,225, A. Stott, 8th March—Wuhu 4th March, Rice—Butterfield & Swire.

KWEIYANG, British str., 1,044, M. Dawson, 6th March—Shanghai 3rd March, General—Butterfield & Swire.

LOONGSANG, British str., 1,002, S. J. Payne, 9th March—Manila 6th March, General—Jardine, Matheson & Co.

LOYAL, German str., 1,237, Fr. Natzius, 18th February—Bangkok 6th February, Rice—Sander, Wisler & Co.

LUCHOW, British str., 1,210, W. Baddeley, 10th March—Jlilo 6th March, Sugar—Butterfield & Swire.

MACHU, German str., 930, Zollner, 7th March—Bangkok and Swatow 6th March, Rice—Butterfield & Swire.

MANILA, German str., 1,108, F. Minnsen, 5th March—Sydney 14th Feb. via Manila 6th March, General—Melchers & Co.

MENPOO, Chinese str., 1,533, J. MoArthair, 10th March—Shanghai 7th March, General—Chinese.

NISSIN MARU, Japanese str., Shikawa, 26th February—Saigon 20th February, Rice—Fukusa & Co.

NOBBER, Danish cable str., 831, H. C. A. Petersen, 9th March—Shanghai 5th March—G.N.S.S. Co. Ltd.

OMERO MARU, Japanese str., 1,125, Kumoto, 10th March—Moji 4th March, Coal—Herome.

ONBANG, British str., 1,780, R. Cox, 29th Feb.—Java 17th February, Sugar—Jardine, Matheson & Co.

PERSIA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. & Portland, Or. 15th Dec. Flour—O. & O. S.S. Co.

PHENAKA, German str., 1,021, F. Bucking, 6th March—Saigon 28th February, Rice—Butterfield & Swire.

POROTONG, German str., 908, W. Bötterfuh, 8th March—Bangkok 24th February, Rice—Butterfield & Swire.

PROGRESS, Norwegian str., 1,371, T. Schjerve, 25th February—Sandakan 19th February, Timber and Firewood—Wallem & Co.

PROMETHEUS, Nor. str., 1,024, O. Cornelissen, 3rd March—Bangkok 23rd Feb., Rice—Nippon Yusen Kaisha.

RAJAH, German str., 2,016, H. Petersen, 10th March—Bangkok 1st March, Rice and Wood—Butterfield & Swire.

RUBI, British str., 1,640, R. W. Almond, 10th February—Manila 7th March, General—Shewan, Tomes & Co.

SAMSEN, German str., 1,642, F. Schmets, 5th March—Saigon 29th February, Rice and Paddy—Butterfield & Swire.

STANDARD, Norwegian str., 894, H. N. Bull, 1st March—Saigon 24th February, Rice and General—Wallem & Co.

TATOU MARU, Japanese str., 1,943, U. Kaneyasu, 5th March—Moji 3rd March, Coal and General—Chinese.

TINGSAO, British str., 1,400, E. M. Reynolds, 27th January—Wakamatsu 22nd Jan., Coal—Jardine, Matheson & Co.

TREMONT, American str., 8,195, Garlick, 10th March—Seattle via Ports 20th January, General—Dodwell & Co.

THOCAS, British str., Garlick, 10th February—Pulo Sambo 2nd Feb., Bulk Oil—Meyer & Co.

TEINTAT, German str., 996, O. Koch, 7th March—Bangkok and Kuching 28th Feb. Rice and General—Butterfield & Swire.

WASHING, British str., 1,170, W. F. Richard, 3rd March—Chinkiang 27th February, General—Jardine, Matheson & Co.

